

MOTOR RACING

and
ECONOMY CAR NEWS

5th Year—No. 3 Culver City, Calif.

Nov. 27-Dec. 4, 1959

(Published bi-weekly except last issue of calendar year)

25c



NATIONAL CHAMPIONS—Mel and Juanita (Neen) DeLoof of Manhattan Beach, Calif., display some of the SCCA trophies they won before their greatest triumph—the national 1959 rally championship. They won with their Jaguar seven months after joining the Sports Car Club of America.

They succeeded Joe and Celia Bechtel, also of Manhattan Beach, as national champions. Other photos and story, Page 5. (MOTORACING photo by Gus V. Vignolle).

Vignettes

By Gus V. Vignolle

- 'PUBLIC RELATIONS'
- TUCSON RAVES
- SHORT TAKES

IN KEEPING with the timely concept, "... good will toward man," the gasping Cal Club, which lost 10 grand net last year, stages a "public relations" dinner to announce:

1) Five 1960 races in northern and central Calif. (The last time they strayed to Minden and Laguna Seca, other people's territory, they got into a pack of trouble and had fiascos.)

2) First race for 1960 is Jan. 23-24 at Pomona. (At its Nov. meeting



VON NEUMANN



RUTH LEVY

the rival LA SCCA announced it was staging races at Palm Springs on Jan. 23-24.)

In bad straits and trying to satisfy a large holler over lack of races in 1959, the CSCC Pharaohs feel they have to come up with something.

They did ... little gems, my blossoms!

ENTRE NOUS—And, dearhearts, you will have to wait for the figures (gate, cut to charity, etc.) from last October's Times-Mirror Riverside race until later. On these charity deals you have to file with a certain City dept. within one month after the event. Times-Mirror asked for a two-weeks' extension after the month, and now have requested another—until Dec. 10.

So you will have to wait to read it here; you won't read it in the Times or Mirror!

Ruth Levy, who used to win most of 'em, has married Jack Swartz, the "Lobster King," and she is now writing a sports car column for the BRENTWOOD SPECTATOR.

She was talking with Bob Drake and Mary Davis at the Grand Prix over the many who had pulled out of sports car racing. And among the names that came up were ... Cy Yedor, Bill Murphy, Lew Bracker, Ruth (of course), Jerry Austin, Harrison Evans, Chuck Porter, Jack Douglas, John von Neumann, George Spears, High School Harry Givens, Terry Hall, Pat Hall, Janet Anderson and Pat and Bob Sawyer.

NOTEBOOK JOTTINGS—I hadn't seen Max Baer, the former heavyweight champion since my metropolitan Snapper-Wrapper days. Then, not too long ago, he pops up at Fred Tabery's Imported Car

(Continued on Page 3)

MOTOR RACING

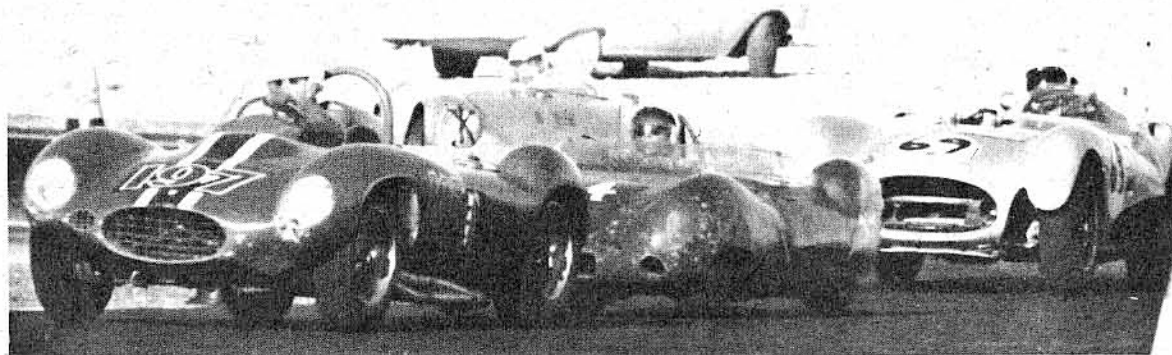
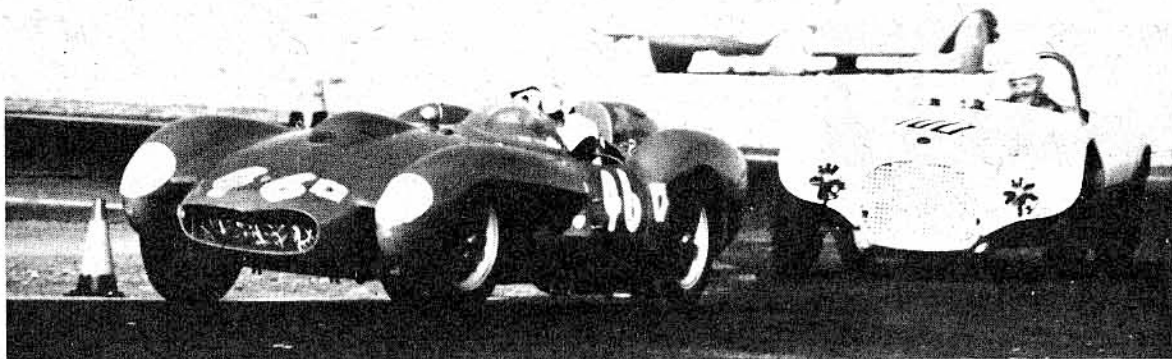
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TERRIFIC ACTION was provided at the Arizona Border region SCCA race finale for Pacific Coast Championship at Tucson. One of the hot duels (top) involved Dick Morgensen, 3.0. Ferrari, leading Max Balchowsky, class B Old Yeller Spl. Morgensen won. Bottom shows more heated

action involving Mike Roetnor, Ferrari, leading Ed French, Lotus X1; Alex Budurin, Hagemann Spl., and D.D. Michelmore, Porsche RS, on inside. Both shots are at turn 4. (SASCC photos by Judy McCarty)

IT'S MORGENSEN AGAIN

Just for the Record

Just for the record, MOTOR-RACING is the oldest and biggest newspaper devoted to national and international road racing, rallying and economy car news.

This is the third issue of the fifth year of publishing.

Bothwell Vs. Lowe

Outgoing regional executives of the LA and SF regions of Sports Car Club of America, Lindley Bothwell and Jim Lowe, respectively, are candidates for the post of governor of area 10. Votes have been cast and sent to the SCCA shrine in Westport, Conn.

Last year, Clark McCartney beat Bothwell for the post.

Blind Robbins—Sc.

Tucson Provides Hot Duel

BY MANUEL OTUMBA
Special to MOTOR-RACING

TUCSON, Ariz., Nov. 22—Dick Morgensen of Phoenix, a consistent winner in his Ferrari 3-liter Testa Rossa, added another one to his string of victories here today in the closing SCCA Pacific Coast Championship sports car races.

But Morgensen had no cinch. He won after one of the best duels of the season — against Max Balchowsky, in his "new" Old Yeller. Max finished four seconds behind the D modified car in the 40-lapper around the 1.6-mile part-airport, part-connecting roads course.

It was a short course, but nobody labeled it Miguel Mouse. In fact, there was nothing but praise for the Arizona Border region of SCCA and the sponsoring Catalina (Tucson) Rotary Club.

Big Success

There were close to 8000 fans on hand today, and half that many

(Continued on Page 2)

WATCH FOR IT

Full Nassau, Sebring Coverage Next Issue

Next issue of MOTOR-RACING is the final one for 1959.

As has been the custom during the past four years, MOTOR-RACING will not publish for the last issue of the calendar year.

But the finale will be an important one—for it will carry comprehensive written and pictorial coverage of the international Nassau races and the first US Grand Prix for Formula 1 cars of Sebring, Fla., which will decide the world's driving championships.

This issue will be dated Dec. 11-18, and goes to press right after the Dec. 12 Sebring race.

De Loof Story Pg. 5

The remarkable story of Mel and Juanita (Neen) DeLoof of Manhattan Beach, who have just won the 1959 SCCA national rally championship, is told in its entirety in this issue of MOTOR-RACING.

Please turn to Page 5 for story and photos.

Nassau Races

At the time MOTOR-RACING went to press, famed Nassau Speed week was under way in the Bahamas, with \$100,000 up in prizes. An international field vies in the big \$13,000, 250-mile Nassau Trophy Race, Sunday, Dec. 6.

Notice — Bluff subject to slides. Use park at your own risk.

CHRISTMAS BARGAIN

Having trouble thinking what to give for Christmas?

No problem. If your friends or relatives follow sports car and Formula 1 road racing, rallying or economy car happenings, your worries are over.

A subscription to MOTOR-RACING for \$2 per year instead of \$3 is the answer.

Please turn to Page 6 to learn about this great Christmas bargain offer. The subscription order blank tells you all about it.

Ferrari

Hill Stays On; Gurney Out

BY GUS V. VIGNOLLE

Enzo Ferrari, the noted Italian auto manufacturer, last week notified MOTOR-RACING that Phil Hill, Santa Monica, Calif., will race for him in 1960, but that Dan Gurney, the Riverside ace who was a hit in his first European campaign recently, will not.

It had been reported the two Americans were dropped from the



—Photo by Cliff Emmich
PHIL HILL

Ferrari sports car and Formula 1 racing team because of failure to reach an agreement over their 1960 contracts.

The report was that since they had not signed for '60, they would not race Ferraris in the first US Grand Prix for F1 cars at Sebring, Fla., Dec. 12.

Ferrari Explains

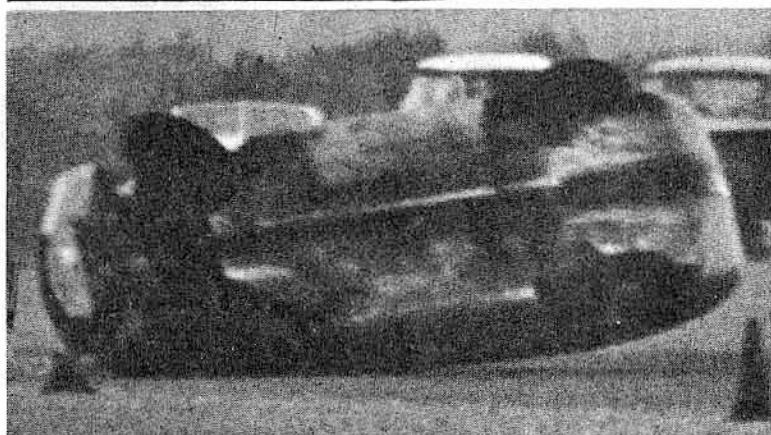
Contacted by MOTOR-RACING, Ferrari said:

"There has been no sacking as far as Mr. Hill is concerned, since he said he will be happy to go on with his cooperation with the Ferrari team in 1960."

Hill had mentioned that the original trouble wasn't all financial. He apparently was considering plans of quitting racing in order to direct his attention to management of his wealthy aunt's estate.

Ferrari added, "Mr. Hill has renounced his intention to turn to

(Continued on Page 4)



DR. BILL MOLLE rolls his Fairchild going into turn 1 at San Diego SCCA Hourglass Field races. He had hit haybales on inside of turn. Bottom: The car flips over on its wheels after one complete roll. (Photos by Robert P. Tronolone)



ENZO FERRARI, manufacturer of the famous Italian cars, shown with one of all-time road racing greats, Juan Manuel Fangio. In story above, Ferrari tells of the Hill-Gurney driving dispute for 1960. (Photo by Velocita, Italy)



HAPPY VOLKSWAGEN dealers are shown departing for LA Intl. Airport in a motorcade of 10 Volkswagen buses. They were guests of the Volkswagen factory for two weeks. The group left by 5A5 DC7 over the pole.

IN THE NEWS

A record-breaking 220,000 persons attended the recent Auto how at the Pan-Pacific Auditorium sponsored by the LA Motor Car Dealers Assn. . . . Dan Schwartz, Larry Miller and George Willis opened a Renault and Peugeot sales and service building last week at Holiday Motors, Van Nuys. . . . Josh Hogue had a blast in the SF Chronicle over SCCA stationery used for So. Calif. area 10 campaigning. . . .

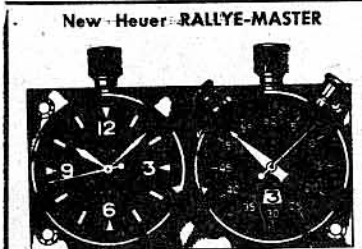
Chan Ley-Choon, Singapore, won the 1959 Hong Kong Grand Prix for the second straight year in an Aston Martin DB3S. . . . Bachelors SCC is collecting toys for the needy at Christmastime. You can drop them off at Blarney Castle, Grand Prix and the Olive Branch and American Rally Club Hq. in Burbank. . . . Quaker State Oil

Refining Corp. has announced a new motor oil specifically designed for use in imported autos; it's called Grand Prix. . . .

A sidewalk cafe coffee bar fronts the new Lube Lab opened by Jay Chamberlain on Lankershim Blvd., No. Hollywood. You're Jay's guest for coffee and rolls while they lube or work on your import. . . . Brigham-St. John parts firm stages opening of its new spot at 11th & Hope, LA, Dec. 11, reports Anne Evans, MOTORACING's former secy. . . . A drive-in theater in Chicago has a special ramp with parking spaces and speaker posts tailor-made for small cars; tab for the imports was dropped from a buck to 75c. . . .

Caliber of press releases from the Cal Club has improved since they changed flacks. . . .

The first shipment of new Renault Caravelle sports cars has arrived from France and to celebrate the occasion the John Green Corp. will stage a mass dealer driveway (Continued on Page 7)



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LETTERS to the EDITOR

ENGLAND VS. CALIF.

My wife Janet and I are living in England and have enjoyed racing here very much, although it doesn't compare with racing in California. We look forward to your terrific publication.

R. F. ANDERSON
Rocketdyne
APO. 179
New York, N. Y.

PLUG FOR HOWARD

If you want a picture of one of our Formula Jr. cars, I will send. . . . Chuck Howard will be showing them the way pretty soon. This is his second season and he keeps getting better. Qvale going into racing full swing in 1960. Building formula jr. cars and possibly three cars with factory Jag engines. . . . Sam Weiss trying to sell RSK and rumor is that he will drive for Qvale next year. Cunningham look out. Qvale getting magnesium alloy bodied DB4 Aston to race, too.

PETE BIRO
San Francisco

TUCSON RACES

(Continued from Page 1)

yesterday. The speed show was a big success.

Third and only other to finish in the same lap was Hap Sharp of Midland, Texas, in a Maserati-Ferrari. Next were Pete Woods, Devin SS, and Mike Roetner, Monza Ferrari.

Balchowsky led for 31 laps, with Morgensen and Sharp alternating at second every now and then. After Morgensen moved into the lead, Max spun out trying to regain first place.

D.D. Michelson, Porsche RS, who finished seventh, drove a terrific race. He wasn't lapped until the 30th, with Roetner getting around him on the 34th. Jack Hinkle, Maserati 200SI, who took sixth, took "Mitch" on the 37th.

It was another good duel between Roetner, Hinkle and Michelson, with Eldon Beagle, Porsche RS, just a little behind, where he could have moved in on the slightest goof. Woods was pretty much alone most of the time. Alex Budurin, Hagemann Spl., broke his gear shift lever and finished in third gear only.

Settember Wins

The big production car race was won by Tony Settember, Corvette, followed by three other Corvettes—Bob Bondurant, Hugh Harn and Dean Geddes — and then Dean



JIM BELL, who took first in SCCA NY region class D for 1958 with a Healey, is now girding for So. Calif. races with this Alfa Veloce under banner of Art Frost Auto Imports of Culver City. He has raced at Lime Rock, Vineland, Bridgehampton, Montgomery and Thompson, and has prepared Alfas for leading car owners. Bell, service manager at Frost's, held the same post for well-known Lou Comito at Huntington, L.I.

Mears, Mercedes-Benz 300SL. Then came popular Lew Spencer, in Rene Pellandini's AC Bristol, first in class D.

Betty Shutes, tough to beat in her RS, won the women's race, followed by Marion Lowe, Lotus XI; Mary McGee, AC Bristol (1st in prod-over-1600cc); Barbara Windhorst, AC Bristol, and Sunnie Baker, Porsche SS (1st in prod-under-1600-cc).

R. W. Kastner, TR3, captured the small production car 15-lapper. Then came Hank Montonen, Porsche 1600, and Bill Smith, Morgan.

Harry Jones, Lotus Crosley, won the opener for H modified and I, G and H productions. Next were Jim Parkinson, Fiat Abarth Bialbero, and John English, Alfa Romeo.

Saturday winners were Jim Meadows, Alfa; Wayne Leary, Hagemann Spl; Betty Shutes, Jim Parkinson, R. W. Kastner, Dick Morgensen and Bob Bondurant.

Sunday's summary:
BCDEFG Mod (40 laps)—Morgensen, Ferrari Testa Rossa; Balchowsky, Buick Spl; Sharp, Maserati-Ferrari; B, Balchowsky; C, Woods, Devin SS; D, Morgensen; E, Hinkle, Maserati 200SI; F, Michelson, Porsche RS; G, French, Lotus XI.
BCD Prod (15 laps) — Settember, Corvette; Bondurant, Corvette; Harn, Corvette; B, Settember; C, Mears, MB300SL; D, Spencer, AC Bristol.

Women (10 laps) — Shutes, Porsche RS; M. Lowe, Lotus XI; McGee, AC Bristol. Mod, Shutes; Prod over-1600, McGee; Prod under-1600, Baker, Porsche SS.

EF Prod (15 laps) — Kastner, TR3; Montonen, Porsche 1600; Wm. Smith, Morgan; E, Kastner; F, Montonen.

H Mod, IGH Prod (15 laps)—Jones, Lotus Crosley; J, Parkinson, Fiat Abarth Bialbero; English, Alfa Romeo. H Mod, Jones; Gp, English; Hp, Cunningham, Sprite; Ip, Leist, Fiat Abarth.

Senior Citizens only — Under 50s, Keep Out.

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AND ECONOMY
CAR NEWS

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Vignettes

BY GUS V. VIGNOLLE

LATE MAX BAER WAS IN
THE IMPORTED CAR SCENE



MAX BAER, who died suddenly in Hollywood last week, clowns as he throws up arms at Imported Car Show. He said he was doing public relations work for Jap car distributor in Sacramento. (MOTORACING photo by Gus V. Vignolle)

(Continued from Page 1)
Show at Shrine Convention Hall.

He was his usual happy self, said he was doing "public relations" for the distributor of a Jap car in Sacramento. "Hold everything!" Maxie boomed as I was about to take a shot of some of the Nipponese dolls holding a miniature model of the car.

He raced around, got in back of the group, raised his arms and shouted, "O. K., shoot." Please note that photo above.

The other day he dropped dead of a heart attack in Hollywood.

Rarely has this innocent bystander noted the raves that have been directed to the recent Arizona Border Region SCCA races. Everybody had a ball, and Max Balchowsky, who lost out after a terrific duel with Dick Morgensen's Ferrari, drove Old Yeller II to Tucson from LA and back home.

Sunnie Baker of Jay's Sports Car Accessories, who was a class winner in the gals' race, turned over her silver ice bucket trophy to Clay and Neta Hubbard in appreciation for their work at the races and hospitality.

He was the pit and grid marshal at Tucson, and has been asked to be race chairman next year. When he and his wife joined Sunnie for Thanksgiving weekend, they were surprised with the trophy, bearing this inscription: "True goodness, kindness, and sincerity are not hid under a bushel but shine in their own possessor's eyes."

Carl Gardner, the Gardner-Reynolds Dunlop tire chieftain, heaping nothing but praise on Kay and Tracy Bird, was elated. They appreciated the service Carl provides. He said the first four finishers in the main go — Morgensen, Balchowsky, Hap Sharp and Pete Woods—used the new R5 tread design Dunlop recaps.

Raves too for the attention and effort of the chief tech inspector, Jack Wirkler, who has an auto service in Tucson.

Although Harry Jones led Dean Mears by two points for the overall PCC title, the former lost out after Mears protested on two counts (1) Jim Parkinson stopping to let Jones win, and (2) not enough cars to make a class.

Mears said he would not have protested if Parky had not been so obvious in letting Jones win. Hill let Hawthorn go by once to win the world's title, but he didn't stop at the S-F line.

Harry said there were two other Crosleys trying to get inside the gate for the first race (which would have made it a class), but they didn't make it.

In Dean's class C they had a Ferrari California (convertible). Un-

der SCCA, it is production, but there are a lot of guys who will debate this point.

It was important for Mears to win because the marque for which he drives will make something out of this for their advertising poop.

SNIPPETS — At the auto show, some clown was prodding the aluminum on a gleaming AC Bristol with his thumb. Then he pounded it with his palm. Finally, Rene Pellandini, distributor of AC, walked up and inquired innocently, "Why don't you kick it?" . . . If they're looking for pilots for the next Economy Run, they might look up George Holland, who knows how to handle a Chevy. . . . Coming: story on Bill Teas, how he entered a rally as a taxi passenger and, later, was taught to drive by Holland. . . . Apparently Cloyd Gray is the new headman for the SF SCCA; at least he was introduced as such to the Cal Club. He said there will be cooperation in '60 and "troubles of the past will be straightened out." WRC Shedenhelm marries Geri Fleming, who returned with her parents last week from a three-month European trip. Wedding comes off Dec. 19.

Most publicity guys in this dodge stink — we got no releases from Tucson, Hourglass in SD and Laguna Seca. Josh Hogue of the SF Chronicle got ONE release from the Laguna Secas. . . . Rumble — they caught up with the professional deadbeat driver who blew LA owing everybody. His SF SCCA entry fee checks always bounced. . . . Coming: some neat letters on safety from Dick Todd, who really knows his stuff. . . . Remind me to tell you about that driver who got rolled in No. Calif. after he was in a bad racing crash. . . . Bill Loadvine got answers from Seattle in his quest for racing films. They read it in MOTORACING. . . . He got another letter from Louisiana asking if the owner of Motor Sports Bar wanted to sell films. Bill says biz is so good that the bartender aficionado he eventually lines up might be able to buy a piece of the joint.

With 150 cars entered in the Cal Club sports car races Dec. 5-6 at Riverside, the favorite looms as Bob Drake in the new 2.8 "bird-cage" Maserati.

Other top entrants include Dick Morgensen, Phoenix 3.0 Ferrari; Max Balchowsky, Buick Spl; and Bill Krause, Chevy-Mercedes Spl.

First race is at 11:30 both days; the Sunday main is at 3 p.m.

NEXT STOP: SEBRING

World Title At Stake in US Grand Prix

SEBRING, Fla., Dec. 2 — Eight nations are represented among the first 18 entries for the U.S. Grand Prix (Formula I) race here Dec. 12. England leads with eight drivers for the 218-mile race. Ten cars are from Britain.

United States is second with five drivers and a pair of autos. Italy sends four cars, but no drivers from that country.

The course measures 5.2 miles. Contrary to earlier reports, Phil Hill will race for the Italian Ferrari team (see exclusive story on Page 1).

Dan Gurney, of Riverside, Calif., however, is without a ride at this writing.

Tony Brooks, the British dentist, will lead the Ferrari team. Also due to race the Italian car are Briton Cliff Allison, and Wolfgang von Trips of Germany.

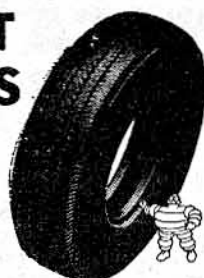
Jack Brabham, Australia, leader for the world's driving championship, will drive for Cooper. Famed Stirling Moss, of England, also goes in a Cooper, and he can win the title by taking first and posting fastest lap.

Jim Rathmann, second at Indy in 1958-59, drives a new Tec Mec, created by Italian engineer Valerio Colotti.

The car weighs under 1,200 pounds and has a light tubular frame with independent wheel suspension front and rear. The Maserati develops 270 horsepower.

An FIA international race matching the new American compact production cars against their overseas cousins will be held the morning of Dec. 12, a two-hour race, with the Grand Prix race in the afternoon.

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SEBRING U.S. GRAND PRIX ENTRIES

Ferrari, four cars:

Tony Brooks, England; Cliff Allison, England; Phil Hill, Santa Monica, California;
Count Wolfgang von Trips, Germany; Entered by Ferrari, Modena, Italy.

Cooper Climax, two cars:

Jack Brabham, Australia; Masten Gregory, Kansas City, Mo.; or Bruce McLaren, England. Entered by Cooper Car Co., Ltd., Surrey, England.

Cooper Climax, two cars:

Stirling Moss, England; Maurice Trintignant, France. Entered by R. R. C. 'Rob' Walker Racing Team, London, England.

Cooper Maserati:

Roy Salvadori, England. Entered by High Efficiency Motors, Surrey, England.

Cooper Maserati:

Mike Taylor, England. Entered by Mike Taylor, London, England.

Lotus Climax, two cars:

Innes Ireland, England; Graham Hill, England. Entered by Team Lotus (Colin and Stanley Chapman), England.

Connaught:

Bob Said, New York City. Entered by Connaught Cars, Surrey, England.

Osca:

Alessandro de Tomaso, Argentina. Entered by Alessandro de Tomaso, Modena, Italy, and Argentina.

Maserati:

Ettore Chimeri, Venezuela. Entered by Escuderia Sorocaima, Caracas, Venezuela.

Offenhauser midget:

Rodger Ward, Speedway, Ind. Entered by Leader Card Co. (Bob Wilke), Milwaukee, Wis.

Tec Mec (Colotti Maserati):

Jim Rathmann, Miami, Fla.; George Constantine, Southbridge, Mass. Entered by Camoradi USA, Miami, Fla.

Johnny Lail

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



YES, SIR, IT'S TRUE—The European Grand Prix circuit is as cunningly rigged as any TV show. Here's how it works. The sponsors go to Moss, say, and they tell him, "Now look, Stirling, all you have to do to take home the old payola is to beat Brabham and Brooks."

Well, of course, once Moss knows the answer, the rest is a lead-foot cinch. Notice how they keep up the interest by not letting Moss win everytime? Just like wrestling from the Olympic Auditorium.

A great many sports-minded readers will be bored to hear that the 3rd Annual Mt. Baldy Hill Climb was an overwhelming success. As a matter of fact, two of the brave climbers were overwhelmed on the trail to the infamous Devil's Backbone and had to be carried to a nearby Rathskeller for revival.

It used to be a gentleman's sport, don't you know, where you shared your nitromethane and your oversized pistons. The youth of today are money mad. Why they think nothing of buying a whole new set of spark plugs for every race. Now, this certainly is not playing the game!

Gee, the boyish fun we used to have, back before commercialism appeared, nerfing each other into the trees at Pebble, dumping oil on the cliff turn at Torrey, shutting the door on novice drivers on turn 5 at Paramount.

Now it's all so business-like, somehow, with every driver being lavishly sponsored by a rich industrialist. Why, today, a fifth rate Porsche driver makes more money than a crooked disk jockey.

Gee, back when we were kids a driver was lucky to get a thousand

iron men for winning an amateur race.

More Poetry, Already
Clatter, clatter, little car

Like some marbles in a jar
Above the red line, oh so high
Throwing valve springs at the sky.

★ ★
Sizzle, sizzle, little clutch

Though I haven't used you much
You are getting hot and bitchie
Just because I followed Richie.

Cal Club Plans No. Calif. Races

California Sports Car Club plans to stage races in Central and Northern California next year.

Cal Club schedule for 1960:

Jan. 23-24 — Pomona.
Feb. 13-14 — Tentative.
March 5-6 — Northern California, location to be announced.
April — Los Angeles Examiner Grand Prix — Pomona.
April 30-May 1 — Vaca Valley.
May 28-29 — Santa Barbara.
July 2-3 — Pomona.
Aug. 6-7 — Northern California, location to be announced.
Sept. 3-4 — Santa Barbara.
Sept. 24-25 — CSCC Vaca Valley.
October — U. S. Grand Prix—River-side.
November 12-13 — Bakersfield.
Dec. 3-4 — Riverside.

Four CSCC board appointees are Chuck Howard, Woodside, Calif.; R. C. Morgensen, Phoenix; Ray Seher, Reno, and Sam Weiss, Sacramento.

A scoring system used to determine class champions will have a driver's six best races count, eliminating necessity for drivers having to participate in more than a minimum number of events outside their own area.

Candidates to appear on the ballot for the board of governors are incumbents Ed Barker, Sumner Bennett, Dave Bracken, Ray Frug, Frank Monise and Perry Peron.

Additional candidates chosen are Alan Fordney, Rey Martinez, Frank Milne, Jack Nethercutt, Sr., and Jack Robinson.



CERTAINLY LOOKS like stock suspension from here. Johnny Mauro wrings out his Rambler American in turn seven at Continental Divide Raceway on his way to victory in the recent world's first six-hour endurance race for compact-economy cars. Mauro, who finished eighth in the 1958 Indy 500, bought the car from "a little old lady" on Tuesday before the event.

COMPACT-ECONOMY 6-HR. RACE CHART

Performance Chart of Six Hour Race at Continental Divide Raceways (Near Denver Colo.) — November 15, 1959

CAR	DRIVERS	MILES	Hourly Positions					
			1	2	3	4	5	6
Rambler	Mauro/Rice	333.2	1	1	3	1	1	1
Volkswagen	Doubek/Southwick	330.4	10	4	4	3	3	2
Falcon	Wendt/Pauling	330.4	5	2	1	4	2	3
Falcon	Sterling/Giba	330.4	2	3	2	2	4	4
Volvo	Miller/Sayles	330.4	6	8	5	5	5	5
Corvair	Donner/M. Collins	327.6	4	5	6	6	6	6
Corvair	Don Collins/Wolf	327.6	3	6	7	7	7	7
DKW	Lenker/Kurland	324.8	13	7	10	8	8	8
Volkswagen	Weinandt/Skutt	324.8	11	10	8	9	9	9
Riley	Barker/Bowman	313.6	8	16	11	10	10	10
Volkswagen	Stammmer/Heuberger	310.8	14	11	13	13	12	11
Fiat 750	Wilson/Frederick	310.8	18	15	12	11	11	12
Corvair	B. Randle/Eichhorn/Koperski	308.0	15	14	15	14	14	13
Corvair	Laff/Parker	305.2	12	12	14	12	13	14
Falcon	Davey/McNeal	302.4	9	9	19	16	16	15
Ford Zodiac	Jackson/Campbell	296.8	19	19	16	15	15	16
Fiat 500	Dabney Collins/Betts	291.2	17	18	17	17	17	17
Renault 4CV	Fahl/Salgman	271.6	22	22	21	19	19	18
Fiat 600	P. Randle/Sherman	271.6	20	20	18	18	18	19
Vespa	B. Harlow/M. Harlow	260.4	21	21	20	20	20	20
Corvair	Lyon/Kircher	165.2	7	13	9	Flipped	21	21
Renault	Doctermer/Merritt	100.8	16	17		Flipped	22	22
Volvo	Blair/Heinz	42.0				Flipped	23	23

CLASS WINNERS

CLASS 1. — 1. Johnny Mauro, Tommy Rice, No. 7-Rambler; CLASS 2. — 1. Foster Campbell, Eddie Jackson, No. 55-Ford Zodiac; CLASS 3. — 1. Steve Wendt, Dave Pauling, No. 11-Falcon; CLASS 4. — 1. Jack Miller, Dick Sayles, No. 22-Volvo; CLASS 5. — 1. Joe Doubek, Don Southwick, No. 20-Volkswagen; CLASS 6. — 1. Joe Doubek, Don Southwick, No. 20-Volkswagen; CLASS 7. — 1. Joe Doubek, Don Southwick, No. 20-Volkswagen; CLASS 8. — 1. Kolf Doctermer, Duane Merritt, No. 27-Renault; CLASS 9. — 1. Alan Wilson, Chuck Frederick, No. 16-Fiat; CLASS 10. — 1. Lou Salzman, Gary Fahl, No. 8-Renault; CLASS 11. — 1. Edna Sherman, Patsy Randle, No. 15-Fiat; CLASS 12. — 1. Dabney Collins, Bob Betts, No. 10-Fiat; CLASS 13. — 1. Bruce Harlow, Marilyn Harlow, No. 6-Vespa.

'No Bonus,' Enzo Tells Dan Gurney

(Continued from Page 1)

the management of his aunt's estate, as he had in mind to do at first. Therefore, he will race for the Ferrari team at Sebring (Dec. 12.)

Gurney, who was the rookie sensation of the year in Europe as a member of the Ferrari team for the first time, was flatly rejected when he sought a bonus to drive for the Italians in 1960, according to Ferrari.

Poor Italian Firm?

The Italian commendatore from Modena and Maranello also let it be known that it was his team that put young Gurney in the spotlight of world sports car and Formula 1 road racing.

He said that after Gurney was put "in light" by my firm during this past season, he asked for a retaining bonus. This he could not do, he declared, "because of the meager possibilities of his small firm."

Ferrari thus gave Gurney clearance to shift for himself for next season. He put it this way: "... Mr. Gurney ... will be free from the 1st of January, 1960, to drive for anyone who is ready to pay the money he is asking for."

Not With Cooper

Gurney was in England, but last week left for New York and then proceeded to Nassau, where he is expected to race in a few days. He could not be reached for comment.

Rumors were that he might drive for BRM, Aston Martin or Cooper. From Surbiton, Surrey, England, management of the powerfully surging Cooper told MOTORACING: "... we can definitely advise that Dan Gurney is NOT signing up with the official 'works' team."

Alan Dakers of Aston Martin answered my query as follows: "There is no truth in the rumor regarding Dan Gurney and Aston Martin."

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Daunis Gets SCCA Post

Hal Daunis has been elected regional executive for LA region of SCCA for 1960.

Other officers: Duane Alan, vice-pres.; Jane Sullivan, secy.; John McKane, treas.; Sam Caldwell, activities chm., and the following directors: Jim Peterson, Dean Mears, Denny Shutes and Lindley Bothwell (automatic as outgoing RE).

Installation dinner will be held Jan. 9 at Hollywood's Moulin Rouge. Bothwell announced the region was going ahead with its plans of staging the Palm Springs races Jan. 23-24 as scheduled. Although this race was announced at the November LA SCCA meeting, the rival Cal Club reports it is staging its Pomona races on the SAME DATES!

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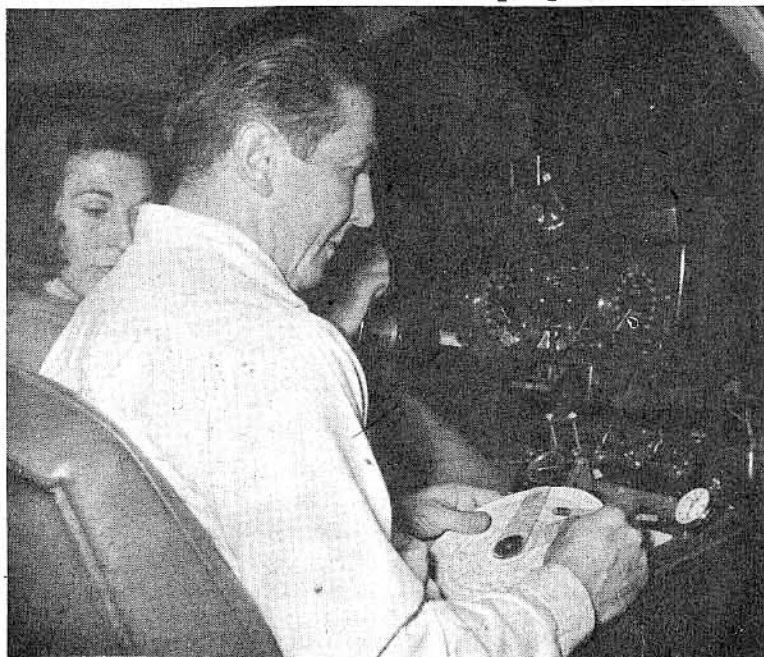
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WEST AGAIN WINS SCCA RALLY TITLE



COMPARATIVE NEWCOMERS in the field of rallying, Mel and Juanita (Neen) DeLoof are shown in the trophy room of their well-appointed Manhattan Beach, Calif., home. They are the new 1959 SCCA national rally champions. (MOTORACING photos by Gus V. Vignolle).

West vs. East Equipment



Teamwork Pays Off For Mel & Juanita De Loof

BY GUS V. VIGNOLLE

First it was in road racing that the West thrust the East into the second violin niche, and this was duly followed by the former producing some of the talent that is beginning to make the Europeans hustle.

Now the West is monopolizing the rallying scene, too, which is no earth shocking revelation. But in all this motoring business you'll have to give the boys and girls from east of the Mississippi an "E" for effort.

In 1958, the Sports Car Club of America added rallying to its national point curriculum.

In 1958, the national champions were Joe and Celia Bechtel of Manhattan Beach, Calif.

In 1959, the first important professional rally (the \$10,000 American Intl.) was held—starting from six US cities, Canada and Mexico. The first six places went to starters from Los Angeles and San Francisco.

From Manhattan Beach

In 1959, the SCCA national championship was won by Mel and Juanita (Neen) DeLoof of Manhattan Beach, Calif.

Two years of SCCA national competition—and both times the champions from the same little four-square-miles seaside town of 34,000 inhabitants, not far from LA Intl. Airport.

The DeLoofs and the Bechtels live less than a mile from each other.



WHEN SHE'S not rallying, Neen DeLoof finds relaxation at the piano.

This is best explained as nothing less than a great coincidence.

In 1958, 11 rallies counted toward SCCA national standing. Eight were held east of the Mississippi, one as far west as Kansas City. Two were held in the West—Arizona and California.

In 1959, two were in California, one in Arizona and one in Colorado. The other eight were staged by regions in Detroit, Washington (DC), Central NY, New England, Chicago, NY, Kansas City and Philadelphia.

And for two years the national kingpins come not only from the West, the Pacific Coast, California

or even So. California—but from the same town!

The triumph of Mel and Neen DeLoof over all national competition is absolutely fantastic!

He's Flight Engineer

They are comparative newcomers, and they have been using equipment that veterans in most sectors would label as almost primitive.

Mel is a 41-year-old flight engineer for United Air Lines. He and Neen, a pretty brunette, have been married for four years.

In May of 1956 they bought a Jaguar coupe which today is as immaculate as though it had just come out of the showroom. This is the car they drove to the title. They also have a Morgan.

A precise, friendly person, Mel began as a hot-rodder. He had one of those 1953 Loewy-designed Studebaker coupes. He yearned for a Porsche or Mercedes-Benz 190SL. Juanita wanted a Jag.

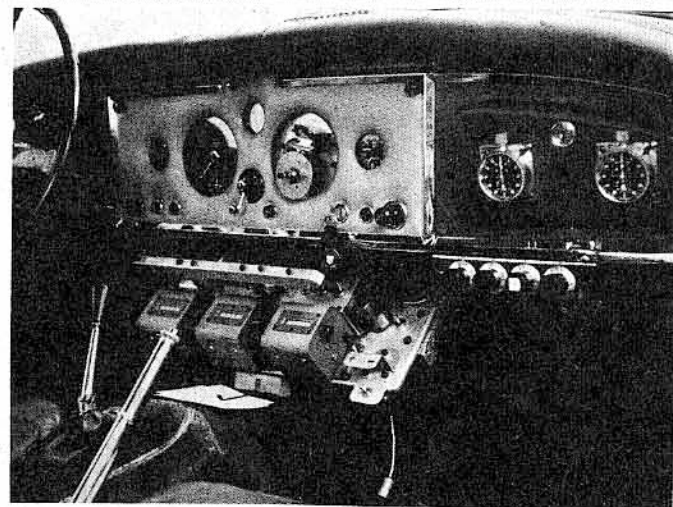
The DeLoofs got a Jaguar.

They wanted to join a sports car club. Affable Cam Cooper, now operating Passport Inn, suggested the nearby Pacific SCC. They wanted to get into rallying. Cooper directed them to Bill Hanna of Northrop SCC, a So. Calif. champion in 1957.

Their first rally was in March, 1957. They were so late in a Southwest Sports Car Club rally that the checkpoints had been closed by the time they got around.

Third In Jaguar

The second rally was staged by AirResearch SCC. They placed third overall in their Jaguar. They vied in small club rallies. But they nursed a burning ambition to compete in the championship rallies



ALL THE navigational equipment used by the DeLoofs to win national crown is shown here on Mel's lap while his wife is at the wheel. On the board are simple Sullivan counters, Hamilton 24-hr. master watch, Minerva stop watch and Binary slide rule. In contrast (below) are shown instruments used by eastern rallyists John and Irene Steinbuhler. Precision instruments were made by Steinbuhler.

of the So. Calif. Council of Sports Car Clubs. However, they feared venturing into such rugged territory.

In June, 1957, Mel and Neen entered their first council event—the Over the Hill Rally, staged by the Compton 4 Cyl. Club. Recalling that event, they laughed, "We finished the wrong way at a checkpoint."

The following month came the Sierra IV staged by the Northrop SCC. The miseries of rallying became apparent when, through misinterpretation, Mel kept driving during the 80-minute dinner break. Mel admits he goofed badly on this one.

They vied in a number of club rallies last year, and in the championship competition dropped down from contention to absolutely nothing through missing a turn.

Help Each Other

This resulted in Mel and Neen making a decision—evolving a

system whereby the navigator helps the driver . . . look for signs, etc. . .

This year, with about 300 cars competing, the championship Don Diego rally saw the DeLoofs take fourth. Then, in March, they took 12th in the Pacific SCC Wheelie Bourée.

The next month, April of 1959, was meaningful. Mel and Neen DeLoof joined SCCA seven months before they were to become national champions.

The first SCCA rally was the Great Canyon in Arizona. W. E. (Slim) Larned, United Air Lines manager of flight operations in LA, drove, and Mel DeLoof navigated in Slim's Corvette.

Slim and Mel finished second behind the rugged Bechtels. An 18-second error at one checkpoint ruined them.

Then came the So. Calif. Council (Continued on Page 7)



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FANTASTIC RESULTS were achieved by entrants from Jim Parkinson's three Burbank imported car agencies in recent Mobil Mileage Rally. They were first overall in three out of six classes, and Parkinson himself took top honors in an Austin-Healey Sprite with 56.50 miles per gallon over 345.6-mile course. Here are all the entrants from the three agencies and their mpg. Standing, from left: Louie Calvo, Austin A40, 42.24; Walt McKelvy, Fiat 1100, 38.43; Woody Bell, Alfa Romeo, 40.16; Dave Long, Morris Oxford, 34.38; Clyde Thigpen, MG Magnette, 32.63; Marty Evelhoch, Fiat 1200, 36.99; John Rich, Fiat Abarth 750, 49.16, and Chick Vandagriff, Austin-Healey "3000", 31.98. Kneeling, from left: Jim Parkinson, Austin-Healey Sprite, 56.50; Bill Levy, Fiat 500, 55.30, and John Lance, Renault Dauphine, 46.25. The last three were all class winners. Parkinson is at Burbank Sports Car Center (BMC), Levy at Italiano Motors (Italian cars), and Lance at Burbank Renault Center (Renault sales & service). (Photo by Lester Nehamkin)

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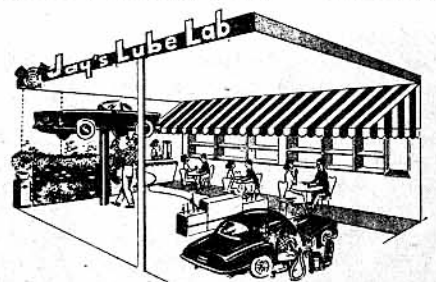
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Stirling Moss Driving Gloves Price \$9.95

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BY PHONE: In Los Angeles call AXminister 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD.

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2 Liter-Latest Series-500 T.R.C., Trailer and Spares. Car with engine OR engine only.

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FORCED TO SELL Lotus MK-II Lemans

Very good condition throughout. Four short races on engine and paint, body sharp. Any reasonable offer considered, with or without trailer. Might trade: W. Carter, 3165 Fisher Road, Salem, Ore., EM 2-5911.

C-Jag D-type
3862 cc engine with WEBERS. Many extras, \$3000. Call HOWARD 5-4313 after 6 p.m. Stockton, Calif. Jack Woodward.

Lister Jaguar

3.8 factory engine with 35/40 head. Ten races. Engine just rebuilt. Like new. Extra wheels, parts etc. \$7,950.00.

Jack Flaherty
British Motor Car
Distributors, Ltd.
1800 Van Ness Avenue
San Francisco, Calif.

ELVA MKIII

Last one built, perfect condition, 3 races - 3 trophies. All latest goodies, needs nothing but driver with heavy right foot. No reasonable offer refused. Will take trade.
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INTERNATIONAL MOTORS, INC.
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San Rafael, California
Glenwood 6-1653

Ferrari 250TR

Immaculate, perfect condition, First Class D. Mod every race. Spare wheels, 3 extra ratios. Quitting racing. \$8,500.00 MERCEDES SPECIAL. Dedion rear axle, space frame, concours condition. \$4000.00. GMC Truck and Trailer will fit either car.

Owner - Charles J. Hughes
Contact Danny Collins, 1626 Albion
Denver, Colorado

'59 MG. CHERRY RED
Only 5500 mi. Owner trans. to Ecuador. Leaving USA. Must sell at once. \$2350.00 (RUB670). Pri. party. Vlaszof. Call RE. 1-9511.

COOPER CLIMAX - 1500
Like new cond. Weber's Mag. Wide base wheels. Many spares. Trailer & tools. Finance avail. Trades OK. Price open.
John Haggerty OR 2-7338
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1959 FERRARI CALIFORNIA

Three-liter convertible; red with beige leather; 4,000 miles; concours condition. SCCA class "C" \$9,500.

E. J. Sweeney, Francisco Blvd.
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'59 PORSCHE CARRERA GT

Aluminum tonneau, roll bar, etc. Immaculately set up for racing.

JAY HILLS
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PORSCHE CARRERA G. T. COUPE

Purchased December 1958. Excellent condition. 5500 miles. Private party. RMX795. Vermont 9-1579. 4071 Ruxon Ave. Culver City, Calif.

SPORTS CARS

THE AUTO WORKS

THE VALLEY'S EXCLUSIVE TRIUMPH DEALER FEATURING TRIUMPH TR 3's, TRIUMPH SEDANS, TRIUMPH ESTATE WAGONS AND THE FABULOUS NEW PEERLESS! The Auto Works (driven by L. Jack Draper) — Triumph TR 3 winner in Class F — Mobilgas Mileage Rally. 17454 CHATSWORTH ST. GRANADA HILLS, CALIF. Empire 3-5081

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Aluminum headrest & tonneau, no mileage on New Eng. & Trans. - Clutch. New Frendos & Spindals, mag wheels - Full Touring Equip. Wife put her FOOT down \$3990 or offer. Jim Barbeau, Los Altos, Calif. YO 8-1021, WH 8-5193.

PARTS, ACCESSORIES

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For Jaguar XK & MK.7. With complete instructions for installing, also all fittings. As new condition. Cost \$385. Make offer. Gordon Worthington, 11261 Blix St., N. Hollywood, Calif. PO 1-0081.

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HELP WANTED

I NEED another good man versed in the science of mixology; but he must have another qualification—be a road and speedway racing aficionado, so that he can chat with the customers and make them feel at home. We don't want enthusiasts to just sit there and guzzle. That's not the policy of MOTOR SPORTS BAR, at 16148 Ventura Blvd., Encino, Calif. Please call me at State 4-4944—Bill Loadvine.

JAN'S JAUNT RALLY RESULTS

Pos.	Driver	Navigator	Club	Error
1.	Harris	Lovell	SMFCCA	1:35
2.	Weisbriah	Sawlin	Southwest	1:36
3.	Schumann	Schumann	Southwest	1:36
4.	Neubitt	Neubitt	SMFCCA	1:37
5.	Cowie	Frank	Lockheed	1:38
6.	Butler	Butler	Southwest	1:39
7.	Piercy	Piercy	SMFCCA	1:42
8.	Pope	Noble	North American	1:45
9.	Lawrence	Pischer	AHOC	1:45
10.	Weishuhn	Gates	North American	1:51
11.	Kacy	Keife	Corvette, Pasadena	1:56
12.	Brandes	Brandes	Southwest	1:02
13.	Wood	Wood	Southwest	1:04
14.	Dearth	Hill	SMFCCA	1:14
15.	Chester	Chester	Rallymasters	1:23
16.	Kingham	Kingham	SMFCCA	1:23

No Injuries as Driver Goes Through Fence

In the last issue of MOTORACING it was reported that Bob Challman of Hermosa Beach, Calif., went through the fence with his Lotus and hit two spectators at Hourglass Field, San Diego.

Challman did go through the fence, but he did NOT strike any spectators.

Challman credited his Bell helmet and strong visor with saving him from facial cuts as he struck the fence while topping 100mph.

SCCA Pacific Coast Champions for '59

Following are the SCCA Pacific Coast class champions following the recent finale at Tucson.

B Mod. — Alex Budurin, Hagemann Spl.
C Mod. — Pete Woods, Devin SS.
D Mod. — Dick Morgenson, 3.0 Ferrari.
E Mod. — Sam Weiss, Porsche RSK.
F Mod. — Eldon Beagle, Porsche RS.
G Mod. — Jim Lowe, Lotus Mk. XI.
H Mod. — Harry Jones, Lotus-Crosley.
B Prod. — Dean Geddes, Corvette.
C Prod. — Dean Mears, Mercedes-Benz 300SL (also overall point winner).
D Prod. — John Barneson, Porsche GT.
E Prod. — R. W. Kastnor, TR3.
F Prod. — Ted Conrad, Porsche 1600.
G Prod. — John English, Alfa Romeo.
H Prod. — Paul Cunningham, AH Sprite.
I Prod. — Dan Parkinson, Fiat-Abarth.
Women — Under 1600 Mod, Betty Shutes, Porsche RS; under 1600 Prod, Sunnie Baker, Porsche SS.

SUNDAY WINNERS AT HOURGLASS (Overall)

Women—Betty Shutes, Porsche RS, 63.4 avg.
FII, III & Jr—Rolf Roth, Cooper, 64.7;
Ed Freutei, Stanguellini.
Prod. GH—Dan Parkinson, Fiat Abarth, 59.5.
Prod. F—Frank Aldous, Alfa Sup. Spy., 62.2.
Prod. CDE—Dean Mears, MB 300SL, 63.7.
Mod. GH—Frank Monice, Lotus XI, 66.
Mod. BCDEFG—Dick Morgenson, Ferrari TR, 68.8.
Prod. BC—Vince Mayell, Corvette, 65.5.

DE LOOFS TAKE RALLY HONORS

(Continued from Page 5)

Great Western championship rally. The DeLoofs won it. Mel drove, and winning a So. Calif. championship rally made up the minds of this Manhattan Beach couple to concentrate on SCCA events. At the time, because of his irregular flight schedule, Mel was uncertain that he could make enough national rallies.

Came the Golden West national in San Francisco and the DeLoofs placed second.

Next was the El Camino Real national in LA. They won this one.

Mel had been in three rallies and therefore qualified for national competition. Juanita had been in the Golden West and El Camino Real.

Mel got his vacation last September and he and his wife decided to go back and compete in the Johnny Appleseed rally in Cleveland. They took third and this qualified Juanita for her three events.

Win Denver Rally

She had six points, a first, second and third, not good enough (in their opinion) to win a national championship.

So they entered the Continental Divide, stopping off at Denver on their way home from the Johnny Appleseed in Ohio. They won the Continental Divide, which was duly reported in TIME magazine.

Championship rules state that the lowest score in three rallies of an elected four shall count. In other words, a perfect score would be three.

Thus Neen, through a third in the Johnny Appleseed, a second in the Golden West and first in El Camino and Continental Divide, reduced her points from six to four—her lowest score in three of the four she designated.

Mel had compiled five points as result of seconds in the Great Canyon and Golden West and a first in the El Camino Real. These, along with the Johnny Appleseed were his four elected rallies. Alas, his first in the Continental Divide could not count for championship points.

National Titles

His five points were substantial enough to win him the national title of navigator, and Neen's even better four points were just over a perfect tally for the driving jelly beans.

(Last year the Bechtels won with six points on a first in the Great Canyon, a first in the SF Golden West, and a fourth in the Kansas City Flaming Fall.)

Next year, 1960, will be tougher on the DeLoofs, and, happily, the logging East can applaud, because with United Air Lines taking to the jets, Mel will not have as much time off. But he and his pretty wife will try to make as many SCCA national rallies as possible.

What equipment do the DeLoofs use?

Simple Sullivan counters, GCT Hamilton 24-hr. master watch, Minerva stop watch and Binary slide rule.

Many Easterners use electronic computers which to all practical purposes keep contestants on time all the time to 1/1000 minute and 1/1000 mile. They also use Curta calculating machines.

Pro Rally? Yes

How about the big professional American Intl. rally in 1960?

Yes, they definitely want to compete.

Will Jaguar be smart and alert enough to sponsor them?

Time will answer that one.

What has enabled Mel and Neen DeLoof to be so successful?

Team effort—the navigator helping the driver and vice versa.

It is unusual for the male to navigate and his wife to drive. But since Mel navigated in the Great Canyon with Slim Larned, he held the same spot and his wife continued to be listed as driver.

In The News

(Continued from Page 2)

Fiesta Dec. 16.

Dealers from So. California, Arizona and Nevada will come to Green's LA Hq. to pick up the new cars and drive them back to their respective showrooms. Dealers from No. Calif., Utah and Reno will converge at SF on the same date. At both locations automobile editors, newspapermen and magazine writers will join the dealers in a cocktail party to celebrate the first shipment of the new Caravelles.

Don Payne, veteran sports car driver who has raced cars ranging from a DeSoto-Kurtis to a Siata, is the new sales manager of Crane Sports and Imports, Van Ness Avenue Morgan and A.C. dealer in San Francisco. Payne owned a sports car dealership in Las Vegas for seven years.

"If I had known you when you were younger, I would get even less sleep than I do now"

—Josephine.

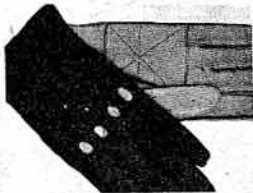
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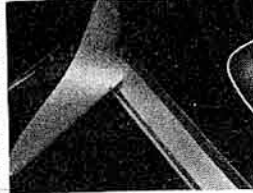
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GLOVES** Extremely light weight, in tan or black cape. Features double palm, vented back, and insert thumb. Sizes 6 1/2-10. \$7.95 tan. \$8.95 black.



SHIFT KNOBS Polished aluminum, sturdy grip. Crest Knobs for MG, TR, VW, Fiat, \$2.25. Plain Knobs, threaded to fit most foreign cars, Corvette, and T-Bird, \$2.25.

Gearshift Extension for Porsche, VW, Renault, Jag, Corvette, \$1.35.

Chrome Knobs (not adaptable to extensions), \$3.65.



THRESHOLD PLATES Attractive and practical. Patterned aluminum, includes self-tapping screws. Porsche (cover carpeted threshold), MG-A, TR, Alfa (cover painted metal threshold section).

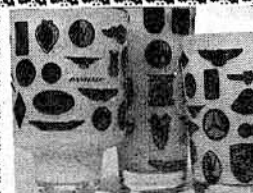
\$4.95 set. Sprite, \$3.95 set. XK140, XK150, \$5.95 set. KICK PLATES Matching patterned aluminum, prevents scuff and wear. For MG-A, TR, A-H, Porsche Speedster, Sprite, \$4.95 set. Alfa (except Coupe), \$3.95.



KNOCK-OFF HUB ASH TRAY Gold plated, mounted on distinctive walnut base. For Austin-Healey, TR, Porsche Speedster, MG-A, VW, Corvette, Ferrari or Renault. \$11.95. Jaguar \$51.00, \$12.95.



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EMBLEM GLASSES For gifts of distinction, three styles of finest crystal glassware fired with 41 sports car emblems in 24K gold, outlined in black. Old Fashioned, Highball, or Swedish Goblet. Each style available in sets of four. \$9.95 per set.

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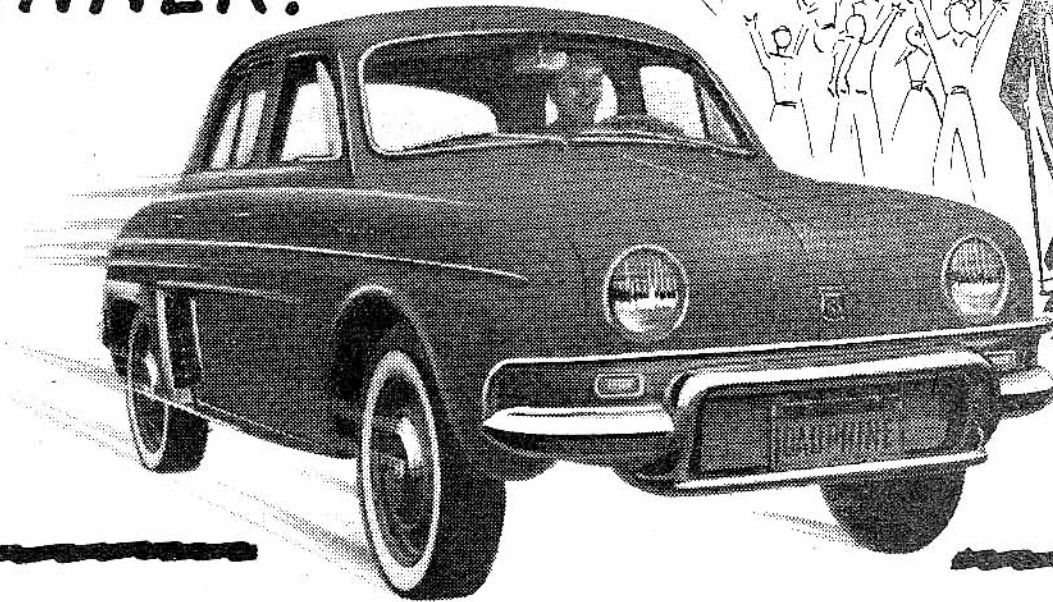
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